



East Pye Solar
Outline Public Rights of Way and Permissive Paths
Management Plan

Revision 1
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Table of Contents

- 1 Introduction..... 1**
 - 1.1 Overview..... 1
- 2 Guidance 4**
 - 2.1 NCC Norfolk Access Improvement Plan 4
- 3 PRow Within and Abutting Order Limits 5**
 - 3.2 Promoted Walking Route 8
 - 3.3 Definitive Map Modification Orders 9
- 4 Management of PRow During Construction 10**
 - 4.1 Construction Programme 10
 - 4.2 PRow Impacted During Construction 11
 - 4.3 PRow Management Measures 13
 - 4.4 PRow Diversions and Closures 14
- 5 Management of PRow During Operation..... 17**
 - 5.1 Existing Prow 17
 - 5.2 Permissive Paths..... 17
 - 5.3 Replacement Period 18
- 6 Management of PRow During Decommissioning..... 20**
- 7 References 21**

Tables

- Table 3.1: PRow within and abutting Order Limits 5
- Table 4.1: Routes Required to be Crossed during Construction..... 11
- Table 4.2: Temporary PRow Closures and Diversions 14
- Table 4.3: Actively Managed PRow..... 16

Appendices

- Appendix A Meeting Notes and Correspondence with NCC
- Appendix B Application for Modification Order

1 Introduction

1.1 Overview

- 1.1.1 This Outline Public Rights of Way and Permissive Paths Management Plan (Outline PRoWPPMP) has been prepared on behalf of East Pye Solar Limited (the 'Applicant') in relation to an application for a Development Consent Order (DCO) for East Pye Solar (hereafter referred to as the 'Scheme').
- 1.1.2 The Scheme would be located within the administrative boundaries of South Norfolk Council (SNC) and Norfolk County Council (NCC), who are the host authorities for the Scheme. NCC is also the local highways authority (LHA).

The Scheme

- 1.1.3 The Scheme comprises the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) electricity generating station with a total capacity exceeding 100 megawatts (MW) and associated development including a Battery Energy Storage System (BESS), up to three 132kV Project Substations and up to three 400kV Project Substations, Grid Connection Infrastructure and a new National Grid Substation. A description of the Scheme can be found in **ES Volume 1, Chapter 4 – The Scheme [EN0110014/APP/6.1.4]**.
- 1.1.4 The Scheme would be located within the Order Limits (shown on the **Location Plan [EN0110014/APP/2.1]** and **Works Plan [EN0110014/APP/2.3]** submitted as part of the DCO Application and secured by Article 3 of the **draft DCO [EN0110014/APP/3.1]**). The Order Limits contain all elements of the Scheme comprising the Solar PV Arrays, 132kV and 400kV Project Substations, the National Grid Substation, the BESS, Grid Connection Infrastructure, interconnecting cables within the Cable Route Corridor (CRC), Mitigation and Enhancement Areas and Highway Works. A description of the Order Limits is provided in the **ES Volume 1, Chapter 3 - The Order Limits [EN0110014/APP/6.1.3]**.
- 1.1.5 The solar PV electricity generating station would be located within Sites 1, 2, 3, 4, 5, 7, 8, 9 and 10, with the BESS located in the BESS Site. Site 6 does not contain electricity generation station, instead being retained as a Mitigation and Enhancement Area.
- 1.1.6 Highway Works (refer to the **Works Plan [EN0110014/APP/2.3]**) are sections of the highway network that will contain localised improvements, such as improvements to deteriorated road edges or temporary highway and traffic works required to safely accommodate the Abnormal Indivisible Load (AIL) deliveries to construct the Scheme. Highway Works will support the movement of construction vehicles on narrower sections of the local highway network within parts of the construction vehicle routes to and within the

Order Limits (refer to **ES Volume 1, Chapter 11 – Transport and Access [EN0110014/APP/6.1.11]**).

- 1.1.7 The Order Limits are within countryside to the south of Norwich as shown in the **Location Plan [EN0110014/APP/2.1]** accompanying the DCO application.

Report Context

- 1.1.8 This Outline PRoWPPMP provides a framework for the management of existing publicly accessible non-vehicular routes within or in the vicinity of the Order Limits, including Public Rights of Way (PRoW), promoted walking routes and permissive paths. The key objective is to ensure that these routes remain open and safe to use throughout the Scheme's construction, operational and decommissioning phases, where practicable.
- 1.1.9 This Outline PRoWPPMP is submitted as part of the DCO Application. Prior to the commencement of the Scheme, the Applicant will produce a detailed PRoWPPMP that must be substantially in accordance with this Outline PRoWPPMP and cover both construction and operation. A detailed PRoWPPMP is secured by a DCO Requirement and will be submitted to and approved by the relevant planning authority.
- 1.1.10 This Outline PRoWPPMP seeks to identify the principles for managing PRoW, promoted walking routes and permissive paths. Where a temporary closure is currently anticipated, it provides a high-level indicative duration. It is anticipated that the detailed PRoWPPMP will provide further information regarding PRoW temporary closures following the appointment of a Principal Contractor and once a final construction programme and methodology have been developed.
- 1.1.11 It will be the responsibility of the developer to ensure that the appointed contractor complies with all statutory regulations and guidelines in relation to construction movement activities.
- 1.1.12 This Outline PRoWPPMP should be read in conjunction with **ES Volume 3, Appendix 11.1 - Transport Assessment (TA) [EN0110014/APP/6.3.11.1]** and the **Outline Construction Traffic Management Plan (Outline CTMP) [EN0110014/APP/7.6]** submitted as part of the DCO Application.

Consultation

- 1.1.13 A meeting was held on 3 October 2025 with NCC's Community and Environmental Services to present the Scheme and receive feedback on proposed PRow management measures. Feedback provided following this meeting highlighted the need for clarity on the duration of temporary closures, consideration of management measures for Fairstead Lane and potential impacts on Boudicca Way. Meeting notes and correspondence with NCC are provided in **Appendix A**.
- 1.1.14 Options for alternative routing of PRow, as well as opportunities for new permissive paths and improvements to the existing network, will be explored further in subsequent discussions with NCC. The outcomes of further discussions will be reflected in the detailed PRowPMP secured by a DCO Requirement.

2 Guidance

2.1 NCC Norfolk Access Improvement Plan

- 2.1.1 The Norfolk Access Improvement Plan 2018–2028 (NAIP) (Ref 1) was developed by NCC in partnership with user groups and the Norfolk Local Access Forum. It sets out provisions for PRow and other access routes across Norfolk County, as required by the Countryside and Rights of Way Act 2000 (Ref 2).
- 2.1.2 It provides a 10-year strategy to enhance public access and enjoyment of Norfolk’s countryside and rights of way. The plan aims to create a well-managed, connected and promoted network of paths and trails, supporting health, tourism and community engagement while protecting sensitive environments.
- 2.1.3 The vision of the NAIP is as follows:
- Manage the countryside access network so it meets the varying demands placed upon it;
 - Increase public, economic and environmental benefit associated with PRow;
 - Involve communities;
 - Act pragmatically and collaboratively with others with respect to responsibilities and resources; and
 - Increase investment in the countryside access network.
- 2.1.4 This Outline PRowPPMP aligns with the vision outlined in the NAIP for a well-managed, connected and inclusive access network. In doing so, it will ensure that the impact of the Scheme does not negatively affect the vision of the NAIP, safeguarding opportunities for public access, promoting health and wellbeing, supporting tourism and maintaining the integrity of Norfolk’s natural and cultural environment.

3 PRow Within and Abutting Order Limits

3.1.1 There are PRow within the Order Limits of the Scheme, including the Sites, Sub-Sites and the CRC. PRow that abut the Order Limits have also been included for completeness. A total of 84 PRow have been identified consisting of:

- 71 footpaths;
- 9 restricted byways; and
- 4 bridleways.

3.1.2 The existing PRow are illustrated in the **Access and Rights of Way Plan [EN0110014APP/2.7]** and described in **Table 3.1**.

Table 3.1: PRow within and abutting Order Limits

PRow Name	Description	Site/Sub-Sites/CRC
Brooke FP6	Bisects Site 9 through the middle, north to south	9
Great Moulton FP11	Runs south east to north west connecting Wacton RB31 to Gore Lane	1B, 1D, 2B
Great Moulton FP12	Runs east to west and connects Frith Way to Great Moulton FP11	1B, 1D
Great Moulton FP13	Bisects Sub-Site 1B through the middle, east to west	1B
Great Moulton FP14	Bisects Sub-Site 1B through the middle, east to west	1B
Great Moulton FP15	Bisects Sub-Site 1A through the middle, east to west	1A
Great Moulton RB18	Runs north to south between eastern edge of Sub-Site 1A and western edge of Sub-Site 1B	1A, 1B
Great Moulton RB19	Runs on southern edge of Sub-Site 1B and northern edge of BESS Site	1B, BESS Site
Hedenham RB9	Runs east to west on Harvey's Lane along northern border of Sub-Site 10B	10B, CRC14
Hempnall BR30	Runs north to south on eastern edge of Sub-Site 7C	7C
Hempnall FP11	Runs north to south within the western side of CRC8	CRC8
Hempnall FP12	Runs north to south bisecting CRC6	CRC6
Hempnall FP13	Runs east to west, bisecting northern section of CRC6	CRC6
Hempnall FP2	Runs north to south, bisecting northern section of Sub-Site 7C and running adjacent to southern section of Sub-Site 7C	7C
Hempnall FP20	Runs east to west along southern border of CRC6	CRC6
Hempnall FP25	Runs north to south, bisecting Site 3 through the middle	3
Hempnall FP26	Runs north to south along eastern border of CRC5	CRC5
Hempnall FP28	Runs east to west, bisecting Site 3 through the middle	3
Hempnall FP3	Runs north to south along western border of Sub-Site 7E, bisecting slightly to join with southern portion of FP3	7E
Hempnall FP31	Runs east to west, bisecting CRC6	CRC6
Hempnall FP32	Runs north to south, bisecting a portion of CRC6	CRC6
Hempnall FP33	Runs east to west along northern edge of CRC6, bisects slightly on eastern side	CRC6

PRoW Name	Description	Site/Sub-Sites/CRC
Hempnall FP35	Runs east to west along northern border of CRC6	CRC6
Hempnall FP4	Bisects Sub-Site 7E diagonally from north-west to south-east	7E
Hempnall FP5	Bisects Sub-Site 7E north to south and then travelling along eastern border of Sub-Site 7E	7E
Long Stratton FP14	Runs east to west, bisecting portion of CRC4	CRC4
Long Stratton FP18	Runs north to south, bisecting Long Stratton FP17	CRC4
Long Stratton FP19	Runs north to south, bisecting a portion of CRC4	CRC4
Long Stratton FP21	Runs east to west, bisecting CRC4	CRC4
Long Stratton FP22	Runs north to south, bisecting CRC4	CRC4
Long Stratton FP26	Runs east to west, bisecting CRC4	CRC4
Long Stratton FP3	Runs north to south, bisecting Sub-Site 4B through the middle	4B
Long Stratton FP4	Runs east to west, bisecting Sub-Site 4B connecting to FP3	4B
Long Stratton FP5	Runs east to west along Brick Kiln Lane, bisecting portion of CRC4	CRC4
Morningthorpe FP12	Runs from the Street to St Catherine's Church connecting to Morningthorpe FP5 and FP10	5B
Morningthorpe FP10	Connects Morningthorpe FP5 to The Street	5B
Morningthorpe FP11	Runs north to south along southern border of Sub-Site 5B	5B
Morningthorpe FP2	Runs north to south, bisecting portion of CRC4	CRC4
Morningthorpe FP21	Runs east to west bisecting portion of CRC4	CRC4
Morningthorpe FP17	Runs north from School Road and west from The Street to the south of Sub-Site 5B	5B
Morningthorpe FP23	Runs east to west bisecting portion of CRC4	CRC4
Morningthorpe FP24	Runs east to west to eastern border of CRC4	CRC4
Morningthorpe FP29	Runs north to south, at the southern border of CRC6	CRC6
Morningthorpe FP3	Runs east to west, bisecting portion of CRC4	CRC4
Morningthorpe FP30	Runs east to west, bisecting CRC6 through the middle	CRC6
Morningthorpe FP31	Runs east to west, bisecting CRC6 through the middle	CRC6
Morningthorpe FP32	Runs east to west, bisecting CRC6 through the middle	CRC6
Morningthorpe FP5	Runs north to south, bisecting Sub-Sites 5A and 5B through the middle	5A, 5B
Morningthorpe FP6	Runs north to south, bisecting CRC6	CRC6
Morningthorpe FP8	Runs east to west along southern edge of CRC6	CRC6
Morningthorpe FP9	Runs east to west into Sub-Site 5B, meeting with Morningthorpe FP5	5B
Morningthorpe RB22	Runs north to south along Harvey's Lane, on eastern border of CRC4	CRC4
Morningthorpe RB4	Runs north to south on Boylandhall Lane, along western border of Sub-Site 5A	CRC4, 5A
Pulham Market FP1	Runs east to west, bisecting CRC4	CRC4
Saxlingham Nethergate FP10	Runs north to south, bisecting Sub-Site 7F	7F
Saxlingham Nethergate FP11	Runs east to west along south-western border of Sub-Site 7F	7F
Saxlingham Nethergate FP12	Runs east to west, along north border of Sub-Site 7C and through southern edge of Sub-Site 7D	7C, 7D, CRC12

PRoW Name	Description	Site/Sub-Sites/CRC
Saxlingham Nethergate FP13	Runs diagonally from south-west to north-east along north-eastern border of Sub-Site 7D	7D
Saxlingham Nethergate FP14	Runs north to south along western border of Sub-Site 7D	7D
Saxlingham Nethergate FP25	Runs north to south connecting Saxlingham Nethergate RB24 to Saxlingham Nethergate FP12	7C
Saxlingham Nethergate FP27	Runs east to west between Sub-Sites 7E and 7F	7E, 7F
Saxlingham Nethergate FP28	Runs diagonally from north-west to south-east, along northern border of CRC12	CRC12
Saxlingham Nethergate FP9	Runs north to south along eastern border of Sub-Site 7F	7F
Saxlingham Nethergate RB17	Runs east to west connecting Church Lane to Saxlingham RB17	7D
Shotesham FP16	Runs from Market Lane to Shotesham FP8 and connects north westwards	8A, 8B
Shotesham FP17	Runs between Wash Lane and Shotesham FP16 north eastwards	8B
Shotesham FP19	Runs north west to south east, bisecting Sub-Site 8A through the middle	8A
Shotesham FP21	Runs west to east joining northeastern point of 7K with Shotesham FP19	7K
Shotesham FP22	Runs east to west, bisecting Sub-Site 8B through the middle	8B
Tivetshall St Margaret BR7	Runs east to west, bisecting CRC3 through the middle	CRC3, CRC2
Tivetshall St Margaret BR9	Runs along western border of Sub-Site 2A north to south and connects B1134 Station Road to Lodge Road	2A
Tivetshall St Margaret FP1	Runs north to south connecting Great Moulton RB19 to B1134	1C
Tivetshall St Margaret FP11	Runs north to south and abuts the BESS Site access on the B1134	BESS Site
Tivetshall St Margaret FP2	Runs north to south, bisecting Sub-Site 1C	1C
Tivetshall St Margaret FP3	Runs north to south along eastern border of BESS Site	BESS Site, CRC2
Tivetshall St Margaret FP5	Runs north to south, bisecting CRC2 through the middle	CRC2
Tivetshall St Margaret FP8	Runs east to west along southern border of Sub-Site 2A	2A
Tivetshall St Margaret RB6	Runs east to west, bisecting Sub-Site 2B through the middle	2B, CRC2
Tivetshall St Marget FP10	Runs east to west and connects Lodge Road to Tivetshall St Margaret BR9	2A
Wacton FP43	Run along northern border of Sub-Site 2C	2C
Wacton RB31	Runs north to south along eastern edge of Sub-Site 2B and western edge of CRC4	2B, CRC4
Woodton FP1	Runs east to west, bisecting a portion of CRC8	CRC8
Woodton RB10	Runs north to south, bisecting CRC8	CRC8
Woodton RB3	Runs along southwestern border of Sub-Sites 10B and 10C connecting to the B1332 in the west	10B, 10C

3.2 Promoted Walking Route

Boudicca Way

- 3.2.1 Boudicca Way is a promoted long-distance walking route in Norfolk, running approximately 36 miles between Norwich and Diss. The walking route follows a mix of PRow, quiet country lanes and waymarked footpaths. The route itself does not constitute a single PRow. Instead, it is a promoted walking route that follows a series of existing PRow in combination with quiet country lanes and other waymarked footpaths. It is clearly marked on Ordnance Survey maps and features waymarkers along the walking route to aid navigation.
- 3.2.2 The only section of the Boudicca Way that directly crosses the Order Limits is within CRC4, shown in the **Access and Rights of Way Plan [EN0110014APP/2.7]**.

Via Beata

- 3.2.3 The Via Beata is a recreational walking route intended to span the width of the UK, linking a series of existing waymarked paths, tracks and rural lanes. The route does not constitute a single PRow. Within Norfolk, the alignment of the Via Beata is identified but is not formally promoted or consistently waymarked.
- 3.2.4 The Via Beata crosses the Order Limits within the southern extent of CRC4 along Wood Lane. This represents the only direct interaction between the route and the Order Limits.
- 3.2.5 While no additional sections of the Via Beata coincide with the Order Limits or adjacent access points, its passage through CRC4 necessitates consideration within this Outline PRowPMP to ensure continued safe passage and clear information for users during construction activities.
- 3.2.6 The Boudicca Way and Via Beata within Order Limits is shown in the **Access and Rights of Way Plan [EN0110014APP/2.7]**.

Common Land

- 3.2.7 There are areas of Common Land within the Order Limits which are as shown in the **Special Category Land Plan [EN0110014/APP/2.5]**. These areas of Common Land within the Order Limits will be subject to similar measures to those to be implemented at PRow and promoted walking routes within this Outline PRowPMP, as appropriate.

3.3 Definitive Map Modification Orders

Great Moulton

- 3.3.1 Application reference 52591 HP303/1 has been submitted to NCC for a Definitive Map Modification Order (herein referred to as a 'Modification Order') in the parish of Great Moulton. The proposal seeks to add a restricted Byway to the Definitive Map, starting at Great Moulton RB19 and running north for approximately 112m to meet Great Moulton FP17. The proposed route crosses land at Oak Farm, Broadgate Lane, Great Moulton (NR15 2HX) and, if confirmed, will enhance connectivity within the local rights of way network. The application, made on behalf of Great Moulton Parish Council, is currently awaiting determination following consultations. The application for this Modification Order is provided in **Appendix B**.
- 3.3.2 The proposed footpath route lies outside the Order Limits. As a result, it will not be directly affected by construction activities or operational requirements of the Scheme.

Hempnall, Shotesham and Woodton

- 3.3.3 Application reference 2415936/HP210/5 has been submitted to NCC to modify the Definitive Map and Statement by adding a PRoW in the parishes of Hempnall, Shotesham, and Woodton. The proposed route would link Fylands Road to Nobbs Lane (Woodton RB10), crossing land near Fylands Road, Shotesham (NR15 1XS). The application, made by Hempnall Parish Council, was received on 30 December 2024 and accepted on 3 January 2025. It is currently awaiting determination following consultations and archive research. If confirmed, the Modification Order would improve connectivity for walkers and enhance access between local villages within South Norfolk. The application for this Modification Order is provided in **Appendix B**.
- 3.3.4 The proposed PRoW would run along the western boundary of Sub-Site 7J and the south eastern section of Sub-Site 7K. There is a possibility that, if the Modification Order is confirmed and implemented before or during the construction phase, the route may be impacted. At this stage, the outcome of the application remains uncertain and therefore the precise impact cannot be determined. Nonetheless, the measures set out within this Outline PRoWPPMP would, if implemented, appropriately manage any impacts that may arise.

4 Management of PRow During Construction

4.1 Construction Programme

- 4.1.1 Subject to obtaining the necessary consents, construction of the Scheme is anticipated to commence in 2028 and be completed in 2030, with the Scheme anticipated to energise in 2031. The construction phase for the Scheme will last approximately 24 months in total. An indicative construction programme can be found in the **Outline Construction Traffic Management Plan** (Outline CTMP) [EN0110014/APP/7.6].
- 4.1.2 During this stage, it is expected that there will be temporary PRow and recreational walking route closures, primarily to facilitate safe access for construction vehicles and equipment. The CRC intersects several PRow and construction will be undertaken in sections over an estimated 24-month period. The final programme will be confirmed following the appointment of the Principal Contractor.
- 4.1.3 It is anticipated that goods would be delivered by Heavy Goods Vehicle (HGV) to the temporary construction compounds and/or laydown areas then distributed to the point of need within the Order Limits using lighter vehicles (e.g. tractor and trailer) as required. Within the Sites, equipment will be moved using internal haul routes. **ES Volume 3, Appendix 11.1 - Transport Assessment** [EN0110014/APP/6.3.11.1] submitted as part of the DCO Application provides details of anticipated construction vehicle movements for each Site.
- 4.1.4 With the exception of Avoidance Areas, as set out in the **Outline Cable Route Construction Statement** [EN0110014/APP/7.21], installation of the cables in the CRC is expected to primarily use open cut trenching, which may require short-term PRow closures to ensure user safety. A final Crossing Schedule of key infrastructure and environmental features will be provided for each stage of construction and secured via the **Outline Construction Environmental Management Plan** (Outline CEMP) [EN0110014/APP/7.1] as per the **draft DCO** [EN0110014/APP/3.1].
- 4.1.5 In some locations, works and associated tracks will intersect PRow within the Order Limits. Certain PRow and recreational walking route crossings will be unavoidable, particularly where internal haul routes between adjacent Sites are required to reduce the number of construction vehicles on the local road network. Where this occurs, public access will be maintained as far as practicable, with appropriate safety measures in place throughout the construction phase.

4.1.6 This approach is consistent with the **draft DCO [EN0110014/APP/3.1]**, which includes an obligation that *‘The undertaker must provide reasonable access for pedestrians going to or from premises abutting a street or public right of way affected by the temporary closure, prohibition, restriction, alteration or diversion of a street or public right of way under this article if there would otherwise be no such access’*.

4.2 PRow Impacted During Construction

4.2.1 The anticipated duration of PRow closures has been categorised as short-term, medium-term and long-term. Short-term closures apply to routes expected to be closed for up to a month. Medium-term closures apply to routes anticipated to be closed for a period of one month or longer, up to the commencement of Scheme operation. Long-term closures refer to routes that would remain closed beyond the construction period. No long-term closures are anticipated, as all existing PRow will reopen once construction in the respective area is complete.

4.2.2 In addition, an ‘open but managed’ category has been identified. This is where PRow will remain open during construction to users but will be subject to temporary management measures to ensure user safety.

4.2.3 The duration of PRow closures and potential to keep PRow open but managed are indicative at this stage and subject to change following detailed design and the appointment of the Principal Contractor. At this stage, it is not possible to confirm the precise timing and duration of these closures. However, further detail on the exact length and scheduling of closures will be provided within the detailed PRowPMP secured by a DCO Requirement.

4.2.4 The PRow that are within the Order Limits which will need to be crossed by internal access tracks and construction vehicles is presented in **Table 4.1**, together with the indicative duration of their closure. A plan showing the location of temporary PRow closures during the construction phase is shown in the **Access and Rights of Way Plan [EN0110014APP/2.7]**.

Table 4.1: Routes Required to be Crossed during Construction

PRow Name	Sub-Site and CRC	Crossing Restriction
Brooke FP6	9	Medium-term
Great Moulton FP13	1B	Medium-term
Great Moulton FP14	1B	Medium-term
Great Moulton FP15	1A	Open but managed
Great Moulton RB18	1A, 1B	Open but managed
Great Moulton RB19	1B, BESS	Open but managed
Hedenham RB9	10B, CRC14	Short-term
Hempnall FP12	CRC6	Short-term
Hempnall FP13	CRC6	Short-term
Hempnall FP2	7C	Medium-term

PRoW Name	Sub-Site and CRC	Crossing Restriction
Hempnall FP25	3	Medium-term
Hempnall FP28	3	Medium-term
Hempnall FP3	7E	Open but managed
Hempnall FP31	CRC6	Short-term
Hempnall FP4	7E	Medium-term
Hempnall FP5	7E	Open but managed
Long Stratton FP19	CRC4	Short-term
Long Stratton FP21	CRC4	Short-term
Long Stratton FP22	CRC4	Short-term
Long Stratton FP26	CRC4	Short-term
Long Stratton FP3	4B	Medium-term
Long Stratton FP4	4B	Medium-term
Long Stratton FP5	CRC4	Short-term
Morningthorpe FP11	5B	Medium-term
Morningthorpe FP2	CRC4	Short-term
Morningthorpe FP21	CRC4	Short-term
Morningthorpe FP23	CRC4	Short-term
Morningthorpe FP32	CRC6	Short-term
Morningthorpe FP5	5A, 5B	Medium-term
Morningthorpe FP6	CRC6	Short-term
Morningthorpe FP9	5B	Medium-term
Morningthorpe RB4	CRC4, 5A	Short-term
Pulham Market FP1	CRC4	Short-term
Saxlingham Nethergate FP10	7F	Open but managed
Saxlingham Nethergate FP11	7F	Medium-term
Saxlingham Nethergate FP12	7C, 7D, CRC12	Medium-term
Saxlingham Nethergate FP13	7D	Medium-term
Saxlingham Nethergate FP14	7D	Medium-term
Saxlingham Nethergate FP27	7E, 7F	Medium-term
Saxlingham Nethergate FP9	7F	Open but managed
Shotesham FP19	8A	Medium-term
Shotesham FP22	8B	Medium-term
Tivetshall St Margaret BR7	CRC3, CRC2	Short-term
Tivetshall St Margaret FP2	None	Medium-term
Tivetshall St Margaret FP3	BESS, CRC2	Short-term
Tivetshall St Margaret FP5	CRC2	Short-term
Tivetshall St Margaret FP8	2A	Open but managed
Tivetshall St Margaret RB6	2B, CRC2	Medium-term
Woodton FP1	CRC8	Short-term
Woodton RB10	CRC8	Short-term
Boudicca Way	CRC4	Short-term
Via Beata	CRC4	Short-term

4.3 PRow Management Measures

- 4.3.1 It is anticipated that the PRow, as presented in **Table 4.1**, together with sections of the Boudicca Way, Via Beata and Common Land within the Order Limits, will remain open to users wherever practicable throughout the construction period. Where temporary closures are necessary to ensure safety, the management measures set out below will apply to PRow, Boudicca Way, Via Beata and Common Land within the Order Limits:
- Signage will be installed along the PRow to inform users about construction activity. The signs will provide information on construction times and contact details for a Public Liaison Officer;
 - Drivers must yield to all PRow users, including equestrians;
 - Where applicable, access tracks will be widened to allow vehicles to pass PRow users safely;
 - Traffic Marshals or Banksmen will be positioned where relevant along a PRow impacted by construction traffic, to hold vehicles if a PRow user is present and advise PRow users of the potential for construction vehicles;
 - Speeds to be limited to 5-10mph near PRow;
 - The PRow will be kept clear of construction vehicles and apparatus outside of permitted construction hours so far as is practicable to do so; and
 - Any damage to the surface of the PRow directly attributable to the Scheme will be repaired as soon as practicable. The surface will be made good and returned to its original condition following construction.
- 4.3.2 Where there is a need to temporarily close or divert the PRow, works may be undertaken outside of standards construction working hours, so far as is practicable to do so, as PRow user numbers will be low. The PRow will remain open and managed during the daytime period, wherever practicable.
- 4.3.3 Prior to commencement of construction, the extent and duration of the closure will be reviewed depending on construction programming and sequencing, the final design of the Scheme and the time of year. Where practicable, access on foot will be maintained or diverted throughout the period of the temporary closure. Advisory signage will be in place to notify users. Notifications will be provided as early as practicable.
- 4.3.4 Where a temporary closure, restriction or diversion of a PRow is required, these will be carried out in accordance with the DCO powers, including reaching agreement with the PRow Officer at NCC in advance, where applicable.

4.3.5 The PRoW management measures will be developed further in the detailed PRoWPPMP, which will be secured by DCO Requirement. This will include further management measures such as:

- A communication protocol for notifying stakeholders of PRoW impacts;
- Integrate PRoW considerations into the detailed CEMP;
- Regular check-ins with the PRoW Officer at NCC throughout the construction phase;
- Ensure contractors are briefed on PRoW protocols and responsibilities; and
- Monitor and update the PRoWPPMP as needed during the project lifecycle.

4.4 PRoW Diversions and Closures

4.4.1 A limited extent of the Boudicca Way promoted walking route and the Via Beata recreational walking route intersects the Order Limits as shown on the **Access and Rights of Way Plan [EN0110014APP/2.7]**. Should a temporary closure be required at this section, it will be of such limited duration that no diversion of the route is considered necessary.

4.4.2 Due to the potential for medium-term closures of PRoW, as listed in **Table 4.1**, diversionary routes will be required at these locations to ensure that public access across is maintained during the construction works. The proposed diversions have been planned so that the start and end points of each closure remain accessible via the shortest and most convenient alternative PRoW route available.

4.4.3 The PRoW diversionary routes will be developed further and agreed with NCC PRoW Officer and documented in the detailed PRoWPPMP secured by a DCO Requirement.

4.4.4 Any closures identified in **Table 4.1** as being short-term in duration will not require diversions as the length of closure is expected to be sufficiently limited that no alternative routing is necessary. The PRoW requiring diversions, along with their corresponding diversionary routes, are shown in **Table 4.2**.

Table 4.2: Temporary PRoW Closures and Diversions

PRoW Closure	Site / Sub-Site	Diversion Route
Brooke FP6	Site 9	Littlebeck Lane
Great Moulton 14	Sub-Site 1B	Frith Way, Great Moulton RB19 and Great Moulton RB18 (On Narrowgate Way)
Great Moulton 13		

PRoW Closure	Site / Sub-Site	Diversion Route
Hempnall FP28	Site 3	Spring Lane, Lundy Green and Workhouse Lane
Hempnall FP25	Site 3	Spring Lane and Lundy Green
Long Stratton FP4	Site 4B	Brick Hill Lane, Church Lane and Long Stratton FP5
Long Stratton FP3	Site 4B	
Morningthorpe FP5	Sub-Site 5B	The Street, Morningthorpe FP17, School Road, Morningthorpe RB4 (on Boylandhall Lane) and B1527
Morningthorpe FP9		
Morningthorpe FP11		
Hempnall FP2	Sub-Site 7C	Either Saxlingham Nethergate FP10 and Hempnall FP3 or Saxlingham Nethergate FP9 and Hempnall FP5 via Wood Lane, to get between Saxlingham Green and Saxlingham Nethergate in the north and the Street and Fairstead Lane in the South.
Hempnall FP4	Sub-Site 7E	
Saxlingham Nethergate FP12	Sub-Site 7D	
Saxlingham Nethergate FP13		
Saxlingham Nethergate FP14		
Saxlingham Nethergate FP11	Sub-Site 7F	
Saxlingham Nethergate FP27		
Shotesham FP19	Sub-Site 8A	Fylands Road, Wash Lane and Market Lane
Shotesham FP22	Sub-Site 8B	Market Lane and Brooke Road
Tivetshall St Margaret FP2	Sub-Site 1C	B1134, Tivetshall St Margaret FP1 and Great Moulton RB19 (on Hundred Lane)
Tivetshall St Margaret RB6	Sub-Site 2B	Frith Way, Great Moulton RP12 and Wacton RB31

4.4.5 Some PRoW within the Order Limits are expected to remain open throughout the duration of the construction phase; however, they will be actively managed to ensure safe public access during construction activities. These routes will be controlled in accordance with standard management procedures, including the use of appropriate signage, Banksmen, temporary surfacing where required and clearly demarcated pedestrian corridors to maintain safe passage at all times. The PRoW within the Order Limits that will remain open, but managed, are shown in **Table 4.3**.

Table 4.3: Actively Managed PRoW

PRoW Name	Site / Sub-Site
Great Moulton RB15	Sub-Site 1A
Great Moulton RB18	Sub-Sites 1A and 1C
Great Moulton RB19	Sub-Sites 1C and 1B
Hempnall FP3	Sub-Site 7E
Hempnall FP5	Sub-Site 7E
Saxlingham Nethergate FP10	Sub-Site 7F
Saxlingham Nethergate FP9	Sub-Site 7F
Tivetshall St Margaret FP8	Sub-Site 2A

4.4.6 Where diversions are required, the following measures will be implemented:

- Details of the diversion will be advertised along the PRoW for the local community to view;
- The Applicant will only exercise the power to temporarily stop up/divert a PRoW in the event that the management measures are not considered sufficient to ensure PRoW user safety and/or in the case of an emergency. Where a temporary closure or diversion is required, this will only be put in place for as long as is reasonably necessary; and
- Diverted PRoW will be returned to its original alignment as soon as practical.

4.4.7 The diversion routes set out in **Table 4.2**, along with the PRoW identified for managed access in **Table 4.3**, remain subject to detailed design and ongoing discussions with NCC. These arrangements may be refined as construction planning progresses to ensure that all temporary measures comply with NCC's requirements, maintain public safety and minimise disruption to the wider PRoW network. Measures as a result of this will be outlined in the detailed PRoWPPMP.

5 Management of PRow During Operation

5.1 Existing Prow

- 5.1.1 The alignment of existing PRow across the Order Limits have been incorporated into the design of the Scheme. The alignment and use of PRow is anticipated to be unaffected during operation of the Scheme.
- 5.1.2 As set out in the **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]**, all PRow will have an offset buffer of at least 15m within the design of the Scheme. Therefore, PRow will be located within an open corridor.
- 5.1.3 Day-to-day operational and maintenance vehicles may cross PRow during visits. This is likely to be comparable to or less than existing agricultural movements crossing PRow and therefore is not considered to present any additional risk.
- 5.1.4 Operational and maintenance vehicles would typically comprise a van or 4x4 type vehicles. These vehicles will not cause any material effect to PRow.
- 5.1.5 In instances that there is damage to the surface of any PRow caused by maintenance vehicles, it will be repaired as soon as practical and returned to its existing condition.

5.2 Permissive Paths

- 5.2.1 As part of the Scheme, three new permissive paths are proposed to maintain and enhance public access. These permissive paths will complement the existing PRow network, providing alternative routes for pedestrians. The permissive paths are to remain open up to 365 days per year throughout the 60-year operational lifetime of the Scheme.
- 5.2.2 The permissive path located within Sub-Site 7F comprises a retained section of green space characterised by open grassland and boundary hedgerows. The proposed permissive path will follow an existing informal track through the field, creating a continuous link between Saxlingham Nethergate FP27 and Saxlingham Nethergate FP9. Incorporating this permissive path into the Scheme will maintain local walking opportunities and provide an alternative route that integrates into the PRow network.
- 5.2.3 A permissive path is also proposed within Sub-Site 8B, where the path will start at Market Lane, pass through a field before connecting to Shotesham FP22, which crosses the central part of Sub-Site 8B. This new path will create a pedestrian link through the Sub-Site, providing access to FP22 from Shotesham FP19 to the south. As a result, pedestrians will only need to use the southern section of Market Lane rather than its full length, which currently offers limited accessibility due to the absence of continuous footways.

- 5.2.4 A further permissive path is proposed within Sub-Site 10B and in parallel to Seething Road connecting Hedenham RB9 and Seething RB13 at the northern end to Wash Lane in the south.
- 5.2.5 The new permissive paths will include pedestrian-only use supported by necessary access features, along with fencing, gates and boundary treatments where required. Signage and interpretation boards will be provided to aid route awareness and the paths will be accompanied by landscaping and biodiversity measures, including planting. The extent of the proposed permissive paths can be found in the **Green Infrastructure Strategy in Appendix B of the Outline Landscape and Ecology Management Plan [EN0110014/APP/7.4]**.

5.3 Replacement Period

- 5.3.1 During the anticipated 60-year operational life of the Scheme, it is expected that there will be a requirement for the periodic replacement of some of the electrical infrastructure. It is not expected that an extensive replacement of all components will be required across the entirety of the Scheme during one period.
- 5.3.2 The assessment in **ES Volume 1, Chapter 11 - Transport and Access [EN0110014/APP/6.1.11]** confirms that the replacement activity would be considerably less intensive than during construction, which is the worst-case assessed scenario. Any significant environmental effects related to the replacement activities will therefore be appropriately mitigated with similar measures to those identified for the construction of the Scheme.
- 5.3.3 The following assumptions have been made for the programme of replacement activities:
- It is assumed that the operational life of Solar PV Panels is 40 years, and that all Solar PV Panels will be replaced once during the operational phase and this will take a maximum period of 24 months. This is separate to the ad-hoc replacement of Solar PV Panels that may occasionally be required due to damage, for example;
 - It is expected that the BESS could be replaced up to five times during the operational phase;
 - Access to the Sites will be via the access routes defined for the construction phase. If any AILs are required for replacement of equipment, consultation will be carried out and, approvals will be sought, from the relevant planning and highway authorities;
 - Components such as Solar PV Mounting Structures, 132kV Project Substations, 400kV Project Substations, National Grid Substation and BESS Compound buildings are not anticipated to be replaced during the operational phase. No intrusive ground works are anticipated in the replacement of Solar PV Panels or BESS Containers;

- It is estimated that an average of 129 workers would be required for the replacement activities, with a peak of 240 workers at any one time; and
 - Transformers are assumed to have a design life of 30 years and as such may require replacement once during the lifetime of the Scheme, however replacement will only be carried out if required for performance or health and safety reasons.
- 5.3.4 Mitigation measures associated with the programme of replacement activities are outlined within the **Outline Operational Environmental Management Plan [EN0110014/APP/7.2]**.
- 5.3.5 The effects on PRow and the permissive paths will be managed in the same way as outlined for the construction phase. The clear objective will be to retain the operation of all PRow, Boudicca Way and Via Beata. The continued and safe operation of each will be the overriding aim.
- 5.3.6 The effects on the CRC and PRow along its length will be unaffected during the replacement period.

6 Management of PRow During Decommissioning

- 6.1.1 The Scheme is anticipated to have a design life of 60 years. At the end of the Scheme's operational life, it is intended that the Scheme, apart from the National Grid Substation and the Grid Connection Infrastructure, will be decommissioned. An **Outline Decommissioning Environmental Management Plan** (Outline Demp) [EN0110014/APP/7.3] has been prepared to support the DCO Application.
- 6.1.2 A detailed Demp will be submitted to the relevant planning authority for approval prior to decommissioning. This is secured as a Requirement of the DCO.
- 6.1.3 During the decommissioning phase, PRow will be managed in a similar way as the construction phase. At the date of decommissioning, as defined in the DCO, the requirement to provide the permissive paths will cease in order that the land can be returned to its current use.
- 6.1.4 Permissive paths will be removed during decommissioning, with the precise timing to be determined by the contractor(s) and communicated to the relevant planning authority in the detailed Demp. The detailed Demp may seek to maintain access to the permissive paths during the initial stages of decommissioning where this is reasonably practicable, in which case the permissive paths will be managed in the same way as PRow. Signage will be put in place to notify users of the closure date for each permissive path.
- 6.1.5 There are likely to be instances where access tracks cross PRow. In these instances, public access to PRow will be retained so far as is practicable to do so. However, the PRow will be managed to ensure the safety of all users.

7 References

- Ref 1 Norfolk County Council (2018), Norfolk Access Improvement Plan 2018–2028, <https://www.norfolk.gov.uk/43034> Accessed December 2025.
- Ref 2 Countryside and Rights of Way Act 2000. (2000). UK Public General Acts, c.37. Available at: <https://www.legislation.gov.uk/ukpga/2000/37/contents> (Accessed 16 January 2026).

Appendix A Meeting Notes and Correspondence with NCC

East Pye PRow Management

Project/File: 333101211 - East Pye Solar
 Date/Time: 3 October 2025 / 14:00 – 15:00
 Location: Microsoft Teams
 Next Meeting: N/A
 Attendees: MH (Norfolk County Council (NCC)), TH (Stantec), AC (Stantec) and JO (Stantec)
 Absentees: None
 Distribution: MH (Norfolk County Council), TH (Stantec), AC (Stantec) and JO (Stantec)

Item	Action
<p>Project Overview and Development Proposals: TH outlined the East Pye Solar development, with MH confirming his awareness of the scheme and its political sensitivity in Norfolk.</p> <ul style="list-style-type: none"> ▪ Scheme Location and Scale: TH outlined the project's location, highlighting the solar sites, substation, and cable route corridor. The development covers approximately 1,000 hectares, with a 60-year operational lifespan and an export capacity of 500 megawatts. ▪ Project Timeline: TH explained the project is in the planning phase, with the Development Consent Order (DCO) likely to be submitted at Q1 next year, construction potentially starting in early 2028 and finishing in late 2029, followed by a 60-year operational period and eventual decommissioning. 	<p>N/A</p>
<p>Public Rights of Way (PRow) and Promoted Trails Considerations:</p> <ul style="list-style-type: none"> ▪ PRow Identification and Impact Assessment: TH reported that 88 PRows have been identified within the scheme, including 75 footpaths, 11 restricted byways, and 2 bridleways. ▪ Promoted Trails Emphasis: MH stressed the higher priority given to promoted trails such as the Norfolk Trails and Boudicca Way, requesting their inclusion in impact assessments and management planning, as closures on these routes are of particular concern. ▪ Feedback and Data Limitations: MH noted the lack of usage data for the PRow network, except for the promoted trails, and indicated the need for further analysis to determine which routes are most heavily used and where longer-term closures would be most problematic. ▪ Consultation and Local Knowledge: AC and TH referenced feedback from public consultations, particularly around Shotesham, where routes are well-used, and emphasised the ongoing need for local input to refine management measures and ensure all relevant routes are considered. 	<p>Definitive Map Update Programme: Check with the NCC definitive map team whether there is a programme to update the definitive rights of way map in the affected area. (MH)</p>
<p>Construction, Operational, and Decommissioning Phase Impacts: TH detailed the anticipated impacts on PRows during construction, operation, and decommissioning.</p> <ul style="list-style-type: none"> ▪ Construction Phase Closures and Mitigation: TH explained that construction would last around 24 months, with individual sites active for varying durations, and closures or diversions of PRows would be kept localised and as short as possible, ranging from single days to several months depending on activity. 	<p>N/A</p>

Item	Action
<ul style="list-style-type: none"> ▪ Vehicle Movement Management: The team aims to internalise vehicle movements to minimise disruption on the highway network, balancing this with the need to reduce impacts on PRoWs and local communities. ▪ Operational and Decommissioning Phases: TH described the operational phase as having minimal vehicle and staff movements, with occasional HGV access for equipment replacement and panel replacement expected every 20–30 years. The decommissioning phase is anticipated to mirror construction in reverse and will be guided by a Decommissioning Management Plan. ▪ Need for Detailed Phasing: MH highlighted the importance of detailed closure phasing information, especially in areas with multiple medium-term closures, to address stakeholder concerns about access and effective mitigation, acknowledging that such details would be refined later in the process. 	
<p>Design Approach and Mitigation Measures for PRoWs: AC summarised the PRoW design strategy, covering offset distances, landscape mitigation, possible diversions or permissive routes, and emphasised the need for feedback and local input.</p> <ul style="list-style-type: none"> ▪ Offset and Landscape Mitigation: AC explained that a minimum 30-metre offset from PRoWs is applied to reduce visual and physical impacts, allowing for landscape mitigation such as hedgerows or linear planting, with larger offsets used in some cases. ▪ Potential for Diversions: While no diversions are currently proposed, AC invited feedback on whether diversions might be preferable in certain situations, especially where panels are placed on either side of a PRoW. ▪ Permissive Routes and Community Access: Opportunities for new permissive routes were identified, such as linking existing routes or providing alternative access around ecological constraints. MH supported increased countryside access and offered to suggest further opportunities. ▪ Definitive Map Updates: AC inquired about the process for updating the definitive PRoW map to accurately reflect current usage, noting discrepancies observed during a site visit where some PRoWs are routed differently than depicted on the map. MH agreed to consult with the appropriate team within NCC to clarify the priorities and procedures involved. 	<p>Further Consultation: MH agreed to consult with the appropriate team within the NCC to clarify the priorities and procedures involved.</p>
<p>Boudicca Way and Promoted Trail Management:</p> <ul style="list-style-type: none"> ▪ Construction Traffic on Fairstead Lane: AC and TH described the likely intensification of construction traffic on Fairstead Lane, which forms part of the Boudicca Way, and the resulting potential for significant disruption to users of the promoted trail. ▪ Diversion Options: The team considered temporary diversion to avoid the affected section, including rerouting the Boudicca Way eastward for the duration of the works, and sought MH's input on the best approach. ▪ Coordination with Trails Team: MH agreed to consult NCC trails team to determine the preferred strategy for managing impacts on the Boudicca Way, noting that diversions are common practice but require careful planning to maintain route quality. 	<p>Promoted Trails Network Impact Assessment: Consult with the trails team to clarify the impact of the Boudicca Way and other promoted trails within the scheme area and provide feedback on suitable diversions or mitigation measures. (MH)</p>
<p>Outline PROW Management Plan and Stakeholder Engagement: TH described the development of an outline PRoW management plan to</p>	<p>Feedback on Outline Public Rights of Way Management</p>

Item	Action
<p>accompany the DCO, detailing principles for minimising closures, communication protocols, and ongoing engagement with MH and other stakeholders for feedback and refinement.</p> <ul style="list-style-type: none"> ▪ Management Plan Structure: TH explained that the outline management plan will identify impacted PRoWs, propose mitigation measures, and set out principles for minimising closures, with a detailed PRoW management plan to follow at the detailed design stage secured as a Requirement of the DCO. ▪ Mitigation: The plan includes provisions for clear signage, advance communication of closures, and the use of banksmen and speed restrictions to ensure safety during construction. ▪ Integration with Other Plans: Considerations for PRoW management will be integrated into the Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP), ensuring a coordinated approach. ▪ Stakeholder Liaison: Regular engagement with MH, the PRoW officer, and other relevant teams is planned throughout the project lifecycle, with feedback sought on management measures and protocols. 	<p>Measures: Review the outline public rights of way management measures and provide initial feedback, including any additional information or changes required, in consultation with the relevant officers. (MH)</p>
<p>Visual Amenity Assessment: AC discussed the approach to assessing visual amenity effects on PRoWs within the Landscape and Visual Impact Assessment.</p>	<p>Feedback on Visual Amenity Assessment Approach: Share the proposed approach to assessing visual amenity impacts on public rights of way with landscape colleagues, and provide feedback on its usefulness and proportionality for application materials. (MH)</p>
<p>Next Steps and Feedback Timelines: MH agreed on a two-week timeframe for initial feedback on the proposals, with plans to circulate meeting minutes, gather further input, and schedule additional meetings as needed.</p>	<p>Feedback and Scheduling: TH proposed a two-week period for MH and his colleagues to provide feedback, acknowledging their workload and part-time availability, and committed to following up with meeting minutes and further discussions.</p>

The meeting adjourned at 15:00.

From: [REDACTED]
To: [REDACTED]
Subject: FW: East Pye Solar Farm PRoW
Date: 11 February 2026 14:11:28
Attachments: [image001.png](#)
[image002.png](#)

[REDACTED]
Senior Associate

Direct: +44 20 [REDACTED]
[REDACTED]@stantec.com

Stantec UK Limited



From: [REDACTED]
Sent: 29 January 2026 11:35
To: [REDACTED]@norfolk.gov.uk>
Cc: [REDACTED]@stantec.com>; [REDACTED]@stantec.com>
Subject: RE: East Pye Solar Farm PRoW

Hi [REDACTED]

Hope 2026 has started well. We'd still be keen to organise another call with yourself and the PRoW officers to discuss East Pye PRoW management. Is it possible to provide your availability over the next couple of weeks and we can get something set up?

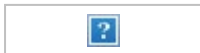
Best regards

[REDACTED]

[REDACTED]
Senior Associate

Direct: +44 20 [REDACTED]
[REDACTED]@stantec.com

Stantec UK Limited



From: [REDACTED]
Sent: 05 December 2025 10:40
To: [REDACTED]@norfolk.gov.uk>
Cc: [REDACTED]@stantec.com>; [REDACTED]@stantec.com>
Subject: RE: East Pye Solar Farm PRoW

Hi [REDACTED]

Just wanted to follow up and see if it was possible to find a date for a further call with yourself and your colleagues before Christmas?

Look forward to hearing from you.

Best regards

█

█
Senior Associate

Direct: +44 20 █
█@stantec.com

Stantec UK Limited



From: █
Sent: 20 November 2025 16:21
To: █@norfolk.gov.uk>
Cc: █@stantec.com>; █@stantec.com>
Subject: RE: East Pye Solar Farm PRow

Hi █

Thanks again for providing the PRow feedback. I have provided some initial thoughts on each of your points in your email below. It would also be great if we can look to organise another call including the involvement of your PRow officer and Trails team. Would you be able to provide some dates when your team has availability in the next couple of weeks?

Thanks

█

█
Senior Associate

Direct: +44 20 █
█@stantec.com

Stantec UK Limited



From: █@norfolk.gov.uk>
Sent: 13 November 2025 09:24
To: █@stantec.com>
Cc: █@stantec.com>; █@stantec.com>
Subject: RE: East Pye Solar Farm PRow

Hi █

I have provided some high level comments into the NCC response to the recent consultation.

Overall we would like to see much more detail around the length of closures. This should include how you plan to address closures of the network across large areas particularly close to settlements. Particularly whether there would be complete closures of groups of connected PRow. We would also like to have discussions on how mitigation or improvement to these during and after these closures would be done and funded. It is difficult to provide detailed information on the duration of PRow closures currently. We would envisage this information being provided in the detailed PRow Management Plan once a Principal Contractor has been appointed and a final construction programme and methodology has been produced. The outline PRow Management Plan is looking to establish the principles and potential management measures which we can discuss in more detail at our next meeting.

With regards to Boudicca Way closure we would like to see a comprehensive assessment of the impact of this including current usage levels in order to understand the significance of the impact. Particularly as any diversion would essentially remove a connection from Tasburgh to the trail, or provide a significant diversion to the north from the village to reach the trail. I am seeking advice from our Trails team over their full requirements and will make this available once we have it. We are considering a series of management measures for Fairstead Lane (Boudicca Way) during the construction phase including restricting times of HGV movements and using a layby on A140 and Site 4A as vehicle waiting and call forward points with traffic marshal using 'stop works' controls at the site entrance to Site 7A. We can provide further information at our next meeting and also discuss potential diversion routes and options etc.

We would also like to discuss how potential increased permissive access and improvements to the existing network could be delivered through the project to ensure that there is a high quality countryside access network in place following the construction phase to help mitigate any impacts on local communities. We would be keen to understand priorities through discussions with your team at the next meeting.

Happy to continue discussions once we have further information from our Trails team.

Regards

[Redacted]

[Redacted]

Environment Manager (Specialist Advice)

Community & Environmental Services

Tel: [Redacted] | Mobile: [Redacted]

Floor 1, County Hall, Martineau Lane, Norwich, NR1 2SG



Please note I work a compressed fortnight with Monday as my non-working day.

th

My non-working days for September are 8th, 22nd, and for October 6 and 20th

From: [REDACTED]@stantec.com>
Sent: 12 November 2025 15:01
To: [REDACTED]@norfolk.gov.uk>
Cc: [REDACTED]@stantec.com>; [REDACTED]@stantec.com>
Subject: RE: East Pye Solar Farm PRow

WARNING: EXTERNAL EMAIL: Don't open any links or attachments unless you trust the sender. Click [Here](#) for more information.

Hi [REDACTED]

Just wanted to follow up and see if you or the NCC PRow officer had any comments or information you wanted to feedback to help inform the development of PRow Management Plan for East Pye?

Look forward to hearing from you.

Best regards

[REDACTED]

[REDACTED]
Senior Associate

Direct: +44 20 [REDACTED]
[REDACTED]@stantec.com

Stantec UK Limited



From: [REDACTED]
Sent: 27 October 2025 16:31
To: [REDACTED]@norfolk.gov.uk>
Cc: [REDACTED]@stantec.com>; [REDACTED]@stantec.com>
Subject: RE: East Pye Solar Farm PRow

Hi [REDACTED]

Hope you're well. Would it be possible to confirm if you have any comments on the minutes from the PRow meeting? If there is any feedback on the proposals from yourself or the PRow officer it would be great to receive it as soon as possible.

Best regards,

[REDACTED]

Senior Associate
Arthur Stanley House, 3rd Floor,
40-50 Tottenham St, London W1T 4RN

Direct: [REDACTED]
Mobile: [REDACTED]

[REDACTED]@stantec.com



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From: [REDACTED]
Sent: 09 October 2025 09:45
To: [REDACTED]@norfolk.gov.uk>
Cc: [REDACTED]@stantec.com>; [REDACTED]@stantec.com>
Subject: RE: East Pye Solar Farm PRoW

Hi [REDACTED]

Thanks again for your time last Friday to discuss PRoW management for East Pye. Please find attached a copy of the meeting minutes for review. If possible, it would be great to get feedback on the information provided on the PRoW management proposals as discussed by Friday 17th October.

Best regards,

[REDACTED]
Senior Associate
Arthur Stanley House, 3rd Floor,
40-50 Tottenham St, London W1T 4RN
Direct: [REDACTED]
Mobile: [REDACTED]
[REDACTED]@stantec.com



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From: [REDACTED]
Sent: 02 October 2025 13:34
To: [REDACTED]@norfolk.gov.uk>
Cc: [REDACTED]@stantec.com>; [REDACTED]@stantec.com>
Subject: RE: East Pye Solar Farm PRoW

H [REDACTED]

We've put together some information (copy attached) to help aid discussions regarding PRow during the call tomorrow. We thought it would be useful to send this in advance for reference.

Best regards,

[Redacted]

Senior Associate

Arthur Stanley House, 3rd Floor,
40-50 Tottenham St, London W1T 4RN

Direct: [Redacted]

Mobile: [Redacted]

[Redacted]@stantec.com



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From: [Redacted]

Sent: 26 September 2025 11:25

To: [Redacted]@norfolk.gov.uk>

Cc: [Redacted]@stantec.com>; [Redacted]@stantec.com>

Subject: RE: East Pye Solar Farm PRow

Hi [Redacted]

Thanks for getting back to me. Friday 3rd October at 2pm would be good for us. I'll send a Teams meeting invite shortly.

Best regards,

[Redacted]

Senior Associate

Arthur Stanley House, 3rd Floor,
40-50 Tottenham St, London W1T 4RN

Direct: [Redacted]

Mobile: [Redacted]

[Redacted]@stantec.com



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From: [REDACTED]@norfolk.gov.uk>
Sent: 25 September 2025 13:20
To: [REDACTED]@stantec.com>
Cc: [REDACTED]@stantec.com>; [REDACTED]@stantec.com>
Subject: RE: East Pye Solar Farm PRow

Hi [REDACTED]

Apologies for the delayed reply.

I could meet afternoon Monday 22th or pretty much anytime Friday 3rd if either of those work for you.

Regards

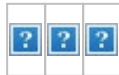
[REDACTED]

[REDACTED]
Environment Manager (Specialist Advice)

Community & Environmental Services

Tel: [REDACTED] | Mobile: [REDACTED]

Floor 1, County Hall, Martineau Lane, Norwich, NR1 2SG



Please note I work a compressed fortnight with Monday as my non-working day. My non-working days for September are 8th, 22nd, and for October 6th and 20th

From: [REDACTED]@stantec.com>
Sent: 10 September 2025 16:43
To: [REDACTED]@norfolk.gov.uk>
Cc: [REDACTED]@stantec.com>; [REDACTED]@stantec.com>
Subject: RE: East Pye Solar Farm PRow

WARNING: EXTERNAL EMAIL: Don't open any links or attachments unless you trust the sender. Click [Here](#) for more information.

Hi [REDACTED]

Just following up on my previous email as we would still very much like to convene a meeting to discuss PRow management for East Pye Solar. Please could you let me know your availability to meet (virtually via MS Teams in the first instance) in the week commencing 22nd September at a convenient time for yourself?

Best regards,



Senior Associate

The Stills, 1st Floor, 80 Turnmill Street
London EC1M 5QU

Direct: [Redacted]

Mobile: [Redacted]

[Redacted] [@stantec.com](mailto:[Redacted]@stantec.com)



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From: [Redacted]

Sent: 26 August 2025 17:20

To: [Redacted] [@norfolk.gov.uk](mailto:[Redacted]@norfolk.gov.uk)

Cc: [Redacted] [@stantec.com](mailto:[Redacted]@stantec.com); [Redacted] [@stantec.com](mailto:[Redacted]@stantec.com)

Subject: East Pye Solar Farm PRoW

Hi [Redacted]

[Redacted] contacting you on behalf of Island Green Power, whom we are supporting with the DCO application for [East Pye Solar](#). The project is located south of Norwich around Long Stratton and Hempnall.

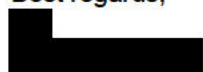
In support of the preparation of the outline Public Rights of Way Management (PRoW) Plan and we would like to organise a meeting to discuss:

- The solar DCO project and the current programme for submission;
- The PRoW within the scheme order limits
- Management of PRoW during the construction phase
- Management of PRoW during the operational phase
- Potential opportunities for permissive paths
- Understand your concerns and identify how best we can mitigate any potential impacts during the construction and operational phases

Please could you let me know your availability to meet (virtually via MS Teams in the first instance) on the 4th or 5th September at time convenient to yourself?

Look forward to hearing from you.

Best regards,



Senior Associate

The Stills, 1st Floor, 80 Turnmill Street

London EC1M 5QU

Direct: [REDACTED]

Mobile: [REDACTED]

[REDACTED]@stantec.com



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Appendix B Application for Modification Order

Form of application for Modification Order

Wildlife and Countryside Act 1981

Definitive Map and Statement of Public Rights of Way for the County of Norfolk

To: Norfolk County Council

Of: County Hall, Martineau Lane, Norwich, Norfolk, NR1 2SG

I/We, *RODERICK WEBSTER (FOOTPATH OFFICER)* ON BEHALF OF *GREAT MOULTON P.C.*
of: *"KIWANJA", HIGH GREEN, GREAT MOULTON, NORWICH, NR15 2HN.*
hereby apply for an Order under Section 53(2) of the Wildlife and Countryside Act 1981 modifying the Definitive Map and Statement for the area by (please delete as required):

~~deleting the footpath / bridleway / restricted byway / byway open to all traffic from _____ to _____~~

adding the ~~footpath / bridleway / restricted byway / byway open to all traffic~~
from *R B 19. HUNDRED LANE* to *JUNCTION OF FP 17*

~~upgrading/downgrading to a footpath / bridleway / restricted byway / byway open to all traffic / the footpath / bridleway / restricted byway / byway open to all traffic~~
from _____ to _____

~~varying/adding to the particulars relating to the footpath / bridleway / restricted byway / byway open to all traffic~~
from _____ to _____
by providing that

and shown on the map accompanying this application.

I/We attach copies of the following documentary evidence (including statements of witnesses) in support of this application:

List of Documents

WITNESS STATEMENTS X 24
VARIOUS MAPS X 6
ADJACENT LAND OWNERS MAP X 1
SET OF 8 PHOTOGRAPHS
LETTER FROM R.A. WEBSTER (APPLICANT)
Dated:

COPY OF DOCUMENT ON FP 19, HUNDRED LANE
TAKEN FROM MANUAL OF FOOTPATHS IN GREAT MOULTON. (COMPILED IN 1992).
FORM 3.
SCHEDULE OF OWNERS & OCCUPIERS
MISC DOCUMENTS (MAY BE OF USE),

Signed.. [REDACTED]

17TH OCTOBER 2016

**Form of certificate of service of notice of
application for Modification Order**

WILDLIFE AND COUNTRYSIDE ACT 1981

Definitive Map and Statement of Public Rights of Way for the County of Norfolk

Certificate of Service of Notice of Application for Modification Order

To: Norfolk County Council

of: County Hall, Martineau Lane, Norwich, Norfolk, NR1 2SG

I/We, *ROD WEBSTER, FOOTPATH OFFICER, ON BEHALF OF GREAT MOULTON P.C.*

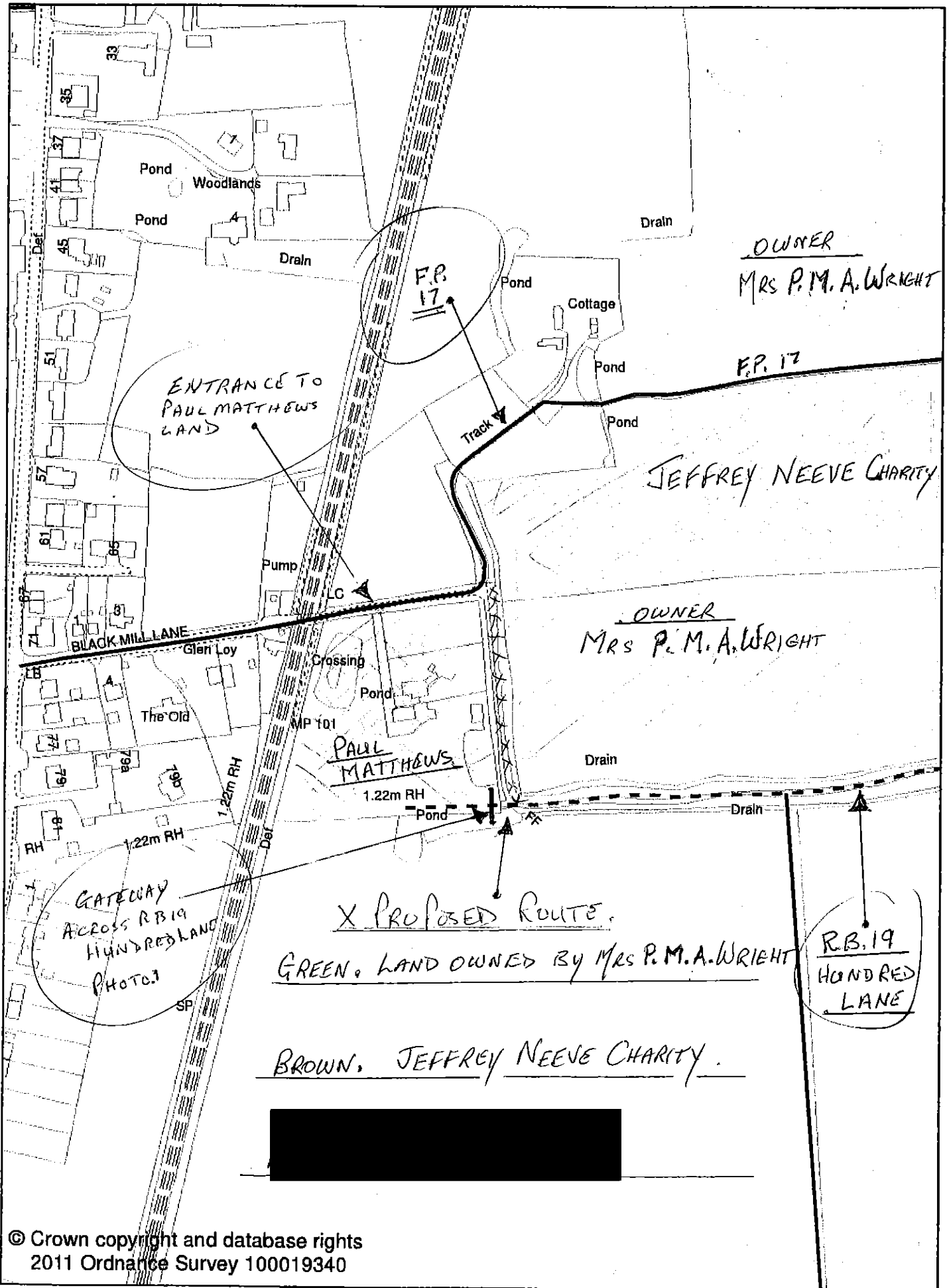
of *"KIWANJA" HIGH GREEN, GREAT MOULTON, NORWICH, NR15 2HN*

hereby certify that the requirements of paragraph 2 of Schedule 14 to the Wildlife and Countryside Act 1981 have been complied with.

Dated *31ST JULY 2016*.

Signed..

(on behalf of *GREAT MOULTON PARISH COUNCIL*)



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2011 Ordnance Survey 100019340

Public footpaths shown by a red line, restricted byways shown
by a dashed red line



County Council

Center of map:
616,114.7337 288,731.6420

Date created:
05/07/2016

Scale:
1:2,500



Form of application for Modification Order

Wildlife and Countryside Act 1981

Definitive Map and Statement of Public Rights of Way for the County of Norfolk

To: Norfolk County Council

Of: County Hall, Martineau Lane, Norwich, Norfolk, NR1 2SG

I/We, **IAN NELSON, CLERK TO HEMPALL PARISH COUNCIL,**
of **KARNYA, BUNGAY ROAD, HEMPALL, NORWICH, NR15 2NG**

hereby apply for an Order under Section 53(2) of the Wildlife and Countryside Act 1981 modifying the Definitive Map and Statement for the area by (please delete as required):

~~deleting the footpath / bridleway / restricted byway / byway open to all traffic~~
~~from~~ to

adding the footpath / bridleway / restricted byway / byway open to all traffic
from **FYLANDS ROAD** to **NUBBS LANE**
(GRID REFERENCE 259954) **(GRID REFERENCE 267950)**

~~upgrading/downgrading to a footpath / bridleway / restricted byway / byway open to all traffic~~

~~the footpath / bridleway / restricted byway / byway open to all traffic~~
~~from~~

~~varying/adding to the particulars relating to the footpath / bridleway / restricted byway / byway open to all traffic~~
~~from~~

by providing that

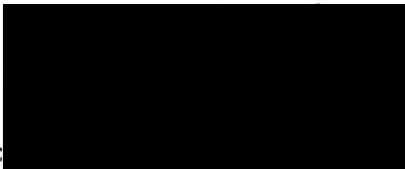
and shown on the map accompanying this application.

I/We attach copies of the following documentary evidence (including statements of witnesses) in support of this application:

List of Documents

- A) FORM 1. — COMPLETED APPLICATION FORM
- B) APPLICATION MAPS :- i) ROUTE SHOWN ON 1:5,000 MAP
ii) ROUTE SHOWN ON 1:25,000 OS MAP
- C) Form 3. — Completed Certificate of Service of Notice
- D) USER EVIDENCE FORMS (x2)

Dated: 23/12/2024

Signed:  (CLERK)

On behalf of Hempall Parish Council

**Form of certificate of service of notice of
application for Modification Order**

WILDLIFE AND COUNTRYSIDE ACT 1981

Definitive Map and Statement of Public Rights of Way for the County of Norfolk

Certificate of Service of Notice of Application for Modification Order

To: Norfolk County Council

of: County Hall, Martineau Lane, Norwich, Norfolk, NR1 2SG

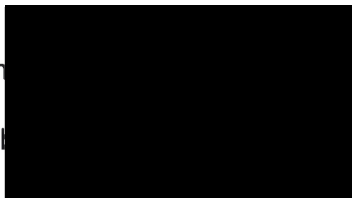
~~I/We~~ IAN NELSON, CLERK TO HEMPSTALL PARISH COUNCIL,
of KARINYA, BUNGAY ROAD, HEMPSTALL, NORWICH, NR15 2NG

hereby certify that the requirements of paragraph 2 of Schedule 14 to the Wildlife and
Countryside Act 1981 have been complied with.

Dated 23/12/2024

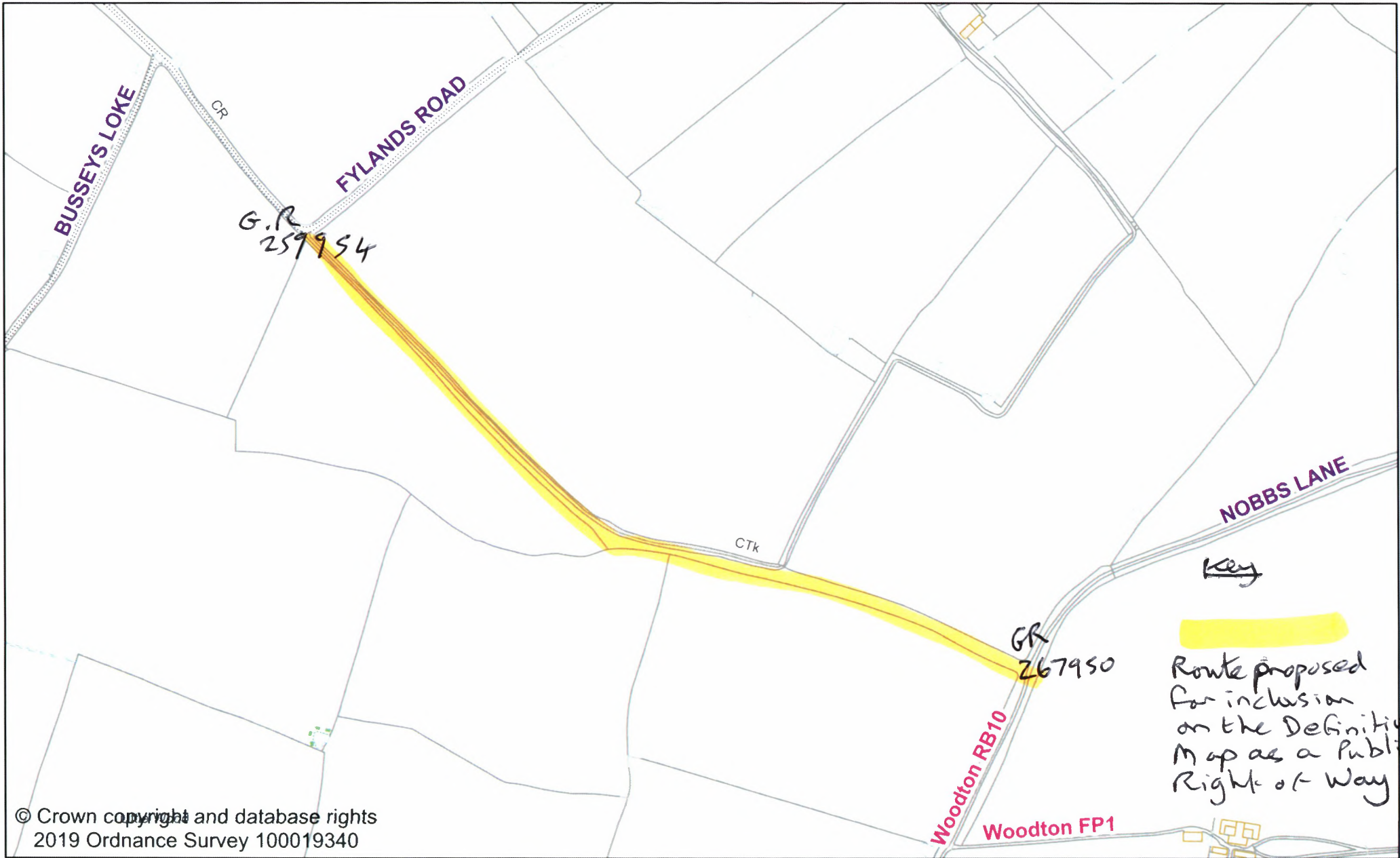
Sign

(on behalf of)



(CLERK)

(Parish)



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2019 Ordnance Survey 100019340

Hempnall, Shotesham &
Saxlingham Nethergate

Public Right of Way Modification Application

Please mark the route you have used

Scale:
1:5,000

